

**SECRET**

(When Filled In)

FILE INFO

22 AUG 69 56596

REPRODUCTION PROHIBITED

22 AUG 69 14 03

ACTION	1	6	11	16
	2	7	12	17
	3	8	13	18
	4	9	14	19
	5	10	15	20

NNNS E C R E T 221337Z AUG 69 CITE [REDACTED] 846

25X1A

IDEALIST [REDACTED]

REFERENCE [REDACTED]

1. EDWARDS AIR FORCE BASE PERSONNEL COGNIZANT OF RUN-  
WAY ARRESTING SYSTEMS WERE CONTACTED THIS DATE TO DETER-  
MINE ADAPTABILITY OF AVAILABLE EQUIPMENT FOR THE [REDACTED]

25X1A

[REDACTED] TEST OPERATION. ALTHOUGH DATA IS NOT AVAIL-  
ABLE FOR THE LOW KENETIC ENERGIES AND SHORT RUNOUT RE-  
QUIRED, IT IS EVIDENT THAT THE BAK 9, 12, OR 13 WILL NOT  
SATISFY THE REQUIREMENT FOR AN ENGINEERING EVALUATION OF  
ARRESTMENT OF A U2R AIRCRAFT.

A REPRESENTATIVE MINIMUM ENERGY RUN RECORDED DURING  
TESTING OF A F100 ENGAGEMENT TEST IS AS FOLLOWS:

AIRCRAFT WEIGHT 25,000LBS  
ENGAGEMENT SPEED 69 K  
KENETIC ENERGY 5,270,000 FT LBS  
RUNOUT 680 FEET

THIS CAN BE COMPARED WITH AN APPROXIMATE MAXIMUM VALUE  
FOR THE U2R OF:

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C	D/c
Eng	Sec
Ops	Telecom
EWS	
Adm	25X1A
File	[REDACTED]

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AIRCRAFT WEIGHT 20,000LBS

ENGAGEMENT SPEED 60K

KINETIC ENERGY 3,200,000FT LBS

RUNOUT 250 FEET

A COPY OF THE TEST AND EVALUATION OF THE BAK-13/F48A AIR-  
CRAFT ARRESTING SYSTEM TECHNICAL REPORT NO 69-3 IS AVAIL-  
ABLE AT THIS ACTIVITY. THE TECHNICAL ORDERS FOR THE BAK  
SERIES OF ARRESTING SYSTEMS ARE T.O. 35ES.

2. IF FURTHER INFORMATION IS DESIRED, SUGGEST YOU CON-  
TACT MR. RYAN OR MR. JACOBSON AT SAAMA, KELLY AFB, AUTO-  
VON NO. 945-3500 OR 3587.

S E C R E T

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